



CALIFORNIA HIGH-SPEED RAIL: FROM VISION TO REALITY

July 31, 2013
Electricity

STATEWIDE IMPLEMENTATION



Early Investments Caltrain, Metrolink and Northern California Unified Services

Initial Operating Section Merced to San Fernando Valley

Bay to Basin San Jose to San Fernando Valley

Phase I Blended - San Francisco to Los Angeles Union Station and Anaheim – 520 miles

Phase II - Sacramento and San Diego – 800 miles

HIGH-SPEED RAIL LOAD FORECAST

Initial Operating Segment

Unit	2022	2023	2024	2025	2026
GWh/Day	0.40	0.70	0.70	1.10	1.20
MVA	110	170	170	280	280

Basin to Bay

Unit	2027	2028
GWh/Day	1.60	1.70
MVA	220	220

Phase I Blended

Unit	2029	2030	2035	2040	2045	2050	2055	2060
GWH/ Day	2.30	2.60	2.90	3.00	3.00	3.00	3.00	3.20
MVA	320	320	370	370	370	430	430	430

100% RENEWABLE ENERGY

In Operation

- Net-zero energy approach, bringing in new renewable energy to the California grid

In Construction

- Require a percentage use of biofuel, such as renewable diesel or biodiesel.
- Record how much renewable energy the contractor uses, or produces

THANK YOU

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